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Maldon

Port Health Authority.

Annual Report

OF THE

Acting Medical Officer of Health

FOR

1946

INCLUDING

Report of the Port Sanitary Inspector

BY

J. L. R. PHILIP, M.B., Ch.B.

MALDON;
Richard Poole, 37 High Street.

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MALDON PORT HEALTH AUTHORITY.

Comprising the Borough of Maldon, Maldon Rural District, West Mersea Urban District and Lexden and Winstree Rural District.

His Worship The Mayor, Alderman S. G. Deed, J.P.

Aldermen A. L. Clarke, C. C. Cowell, E. C. Dines. S. G. Tydeman, J.P.

Councillors M. C. Bentall, C. W. Betts, W. Binder, J. E. Bonner, E. F. M. Brewster, D. Brierley, R. G. Clarke, G. W. Free, W. A. Gibbins, A. C. Morley, J. J. Oliver, H. J. Pipe, L. G. Scott, W. F. Wakelin, A. E. Wallis.

Officers.

Clerk to Port Health Authority ...	C. H. Cloughton.
Port Medical Officer of Health ...	Dr. J. L. R. Philip, M.B., C.H.B.
Port Sanitary Inspector ...	T. R. Swales, M.R.San.I.
Accountant	C. F. Hunt.

To the Mayor, the Aldermen and the Burgesses

OF THE

Borough of Maldon.

Mr. Mayor and Gentlemen,

I beg to present the following report on the Sanitary condition of the Port of Maldon during 1946.

The Port Sanitary District of Maldon includes the whole of the estuary of the Blackwater and its creeks down to a line drawn Southward from the East end of West Mersea Island, and to a line drawn Eastward from the Northern boundary of Tillingham parish. For about four miles below the town the river practically dries out at low water. Consequently only a few shallow-draught vessels lie at the quays at Maldon or in the canal basin at Heybridge. Deep-sea-going vessels lie as a rule below Osea Island, and discharge their cargoes into lighters or barges. Within the last few years many liners have been laid up in the lower part of the estuary.

The trade of the port consists in :—

(1) A small number of vessels from foreign parts, chiefly laden with timber from the Baltic and White Sea.

(2) A still smaller coastal traffic, bringing an occasional cargo of grain, timber or stone.

(3) A considerable amount of estuarial traffic, chiefly in sailing and motor barges, bringing cement, coke, grain, timber, mineral fertilizers and stone, from London and the Thames Estuary, Hull, Grimsby and Ipswich. A large proportion of these barges visit the various small creeks in the estuary, and as they often remain for only one or two tides it is impossible to keep a record of their movements, or, as a rule inspect them. Their sanitary condition and the health of their crews is, however, uniformly satisfactory.

Amount of Shipping entering the Port during the year 1946.

TABLE A.

		Number	Tonnage	Number Inspected		No. reported Defective	Number of Orders Issued
				By the Medical Officer of Health	By the Sanitary Inspector		
Foreign	Steamers	5	23647	—	5	—	—
	*Motor	28	2198	—	28	—	—
	Sailing	—	—	—	—	—	—
	Fishing	—	—	—	—	—	—
Total Foreign		33	25845	—	33	Nil	Nil
Coastwise	†Steamers	1	53	—	1	—	—
	*Motor	—	—	—	—	—	—
	Sailing	78	4417	—	78	—	—
	Fishing	—	—	—	—	—	—
Total Coastwise		79	4470	—	79	Nil	Nil
Total Foreign and Coastwise		112	30315	—	112	Nil	Nil

* Includes mechanically propelled vessels other than steamers.

(4) (a) There are no docks in which a suitable mooring station could be designated.

(b) An outside mooring station has been designated near the mouth of Bradwell Creek.

In most cases it would, however, be most convenient to isolate vessels at their ordinary berths in the estuary.

(5) It has not been considered necessary to make any standing exemptions to the provisions of Article 14.

(6) In view of the extreme difficulty of rapid communication with vessels moored in the lower part of the estuary, the Customs Officers have been instructed to allow of boarding or leaving the ship, where the declaration of health and all other circumstances are satisfactory. Literal compliance with Article 16 would entail an increase of staff of the Sanitary Authority which seems hardly justified by the amount of foreign trade of the Port.

(7) (a) It has not been considered necessary to provide any premises for medical examination.

(b) There are no special arrangements for disinfection of ships. Persons, clothing, or other articles would be landed and disinfected at the Maldon Joint Hospital Board's Isolation Hospital.

(c) It has not been considered necessary to provide premises for the temporary accommodation of persons for the purposes of the regulations.

(d) The Maldon Joint Hospital Board's Smallpox Hospital is no longer in use. Cases of smallpox will be sent to the Colchester Smallpox Hospital, and cases of plague, yellow fever or cholera to the Maldon Joint Hospital Board's Heybridge Hospital.

(e) The Maldon Joint Hospital Board's Ambulance is available for transport.

(f) Accommodation for contacts can be provided at Maldon Joint Hospital Board's Heybridge Hospital.

(8) & (9) Bacteriological and pathological examination of rats for plague, and other examinations would be carried out at the Counties Public Health Laboratories, Queen Victoria Street.

(10) The nearest Centre for the diagnosis and treatment of Venereal Disease among sailors under international arrangements is the Essex Coonty Hospital, Colchester.

(11) Dead bodies would be landed at Maldon or Heybridge, and removed to the Mortuary at the Maldon Cemetery pending interment there.

V. Measures against Rodents.

(1) Deratization or Deratization Exemption Certificates of vessels inspected are examined.

(2) Foreign-going vessels very rarely lie at quays. No trouble with rats has ever been experienced.

(3) (a) There are no facilities in the Port for deratization of ships.

(b) There are no rat-infested premises in the vicinity of the quays.

(4) The Sanitary Inspector for the Borough and the Port Stevedores have been instructed to report the occurence of rats in the vicinity of the Port.

(5) No special measures of rat-proofing have been found necessary.

Tables E and F.

No rats have been destroyed during 1946 on board vessels. A few have been killed on shore by private individuals.

Tables G, H and I.

There is nothing to report under these headings.

Hygiene of Crews' Spaces.

TABLE J.

Nationality of Vessel	Number inspected during 1946	Defects of Original Construction	Structural Defects through wear and tear	Diet, Vermin and other conditions prejudicial to health
Coastwise	79	None	None	None
Other Nations	33	None	None	None

VII. Food Inspection.

(1) No food other than wheat and eels are imported to the Port, and consequently no action under the Public Health (Preservatives in Food) Regulations, 1925 to 1927, the Public Health (Imported Food) Regulations, 1937, and the Public Health (Imported Milk) Regulations, 1926, has been necessary.

(2) The shellfish beds in the river comprise winkle beds on the various mud flats, and oyster layings in Mersea, Tollesbury and Thurslet Creeks. They are not in my opinion liable to pollution.

No action has been taken under the Public Health (Shellfish) Regulations, 1934, or the Public Health (Cleansing of Shellfish) Act, 1932.

Shellfish from layings in the district are marketed at Billingsgate and a few winkles locally.

(3) No samples of food have been submitted for examination.

I should like to take this opportunity of thanking the various officers of the Port Health Authority for their help and co-operation since my appointment in 1939, and Mr. T. R. Swales, the Port Sanitary Inspector, to whom I am largely indebted for the compilation of this report.

I am, Gentlemen,

Your Obedient Servant,

J. L. R. PHILIP, M.B., CH.B.

II. Character of Trade of Port.

(a) Passenger Traffic during 1946. Nil.

(b) Cargo Traffic:

Principal Imports—Cement, Timber, Wheat, Maize, Mineral Fertilizers, Stone, Live Eels.

Principal Export—Flour.

(c) Foreign Ports from which Vessels arrive: White Sea and Baltic Ports, Antwerp, Calais, Norway, La Trinite, Amsterdam.

III. Water Supply.

(a) For the Port. Water from local supplies is obtained at the various Creeks for barges.

The chief supplies are obtained: At Maldon from the Corporation's water mains. At Heybridge Basin from a public deep well, with hand pump. At Tollesbury from the public supply. These are all above suspicion.

(b) For Shipping in the River: From a water boat from Brightlingsea in the Colchester Port district.

(c) There is only one water boat. Her sanitary condition is satisfactory.

IV. Port Sanitary Regulations, 1933.

(1) A supply of forms for Declaration of Health has been given to local pilots and to the Officers of Customs. When received by the Officers of Customs the form is at once forwarded to the Medical Officer of Health.

(2) It is not found practicable to have vessels boarded on arrival by an Officer of the Sanitary Authority. This is done as soon as possible after the receipt of the Declaration of Health.

(3) The provisions of Article (6) do not apply to this district. Information as to inward vessels requiring special attention would be supplied by pilots or Customs Officers.